


Memorandum



Date: April 13, 2015

To: Eric Silva
Development Coordinator
Regulatory and Economic Resource Department

From: 
Antonio Cotarelo, P.E.
Deputy Director/County Engineer
Public Works and Waste Management Department

Subject: DIC 15-012
Name: Seed School of Miami
Section 31 Township 54 South Range 40 East

I. PROJECT LOCATION:

The property is located at 11025 SW 84 Street.

II. APPLICATION REQUEST:

This application is for a rezoning to RU-4 as well as a special exception to permit a Charter School.

III. EXISTING ROADWAYS SERVICEABLE TO THIS APPLICATION:

This application is being served from the North to the South by SW 107 Avenue, SW 110 Avenue, and SW 117 Avenue and from the East and the West by the SW 88 Street, SW 84 Street and SW 72 Street.

IV. RECOMMENDATION:

Miami-Dade County Public Works and Waste Management Department (PWWM) recommends approval of this application provided the project conditions, as indicated below, are adequately adhered to, and implemented in the field. Failure to abide by and implement the project conditions will result in a withdrawal of the project approval and be substituted by a recommendation of denial.

V. ANTICIPATED TRAFFIC GENERATION AND CONCURRENCY:

A. Trip Generation (Based on Institute of Transportation Engineers 8th Edition)

66 PM Peak Hour trips are generated by this development.

B. Cardinal Distribution

North	18%	East	19%
South	35%	West	28%

VI. IMPACT ON EXISTING ROADWAYS:

A. CONCURRENCY:

Station 9746 located on SW 117 Avenue south of SW 72 Street to SW 88 Street, has a maximum LOS **"D"** of **3200** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **1172** vehicles and **6** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station 9746** with its PHP and assigned vehicles is at LOS **"D"**. The **10** vehicle trips generated by this development when combined with the **1172** and those previously approved through Development Orders, **6**, equal **1188** and will cause this segment to remain at LOS **"D"** whose range is up to 3200.

Station F-1070 located on SW 72 Street west of SW 107 Avenue, has a maximum LOS **"EE"** of **4296** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **2634** vehicles and **1** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-1070** with its PHP and assigned vehicles is at LOS **"C"**. The **4** vehicle trips generated by this development when combined with the **2634** and those previously approved through Development Orders, **1**, equal **2639** and will cause this segment to remain at LOS **"C"** whose range is up to 3420.

Station F-68 located on SW 72 Street east of SW 107 Avenue to SW 87 Avenue, has a maximum LOS **"EE"** of **4296** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **2934** vehicles and **0** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-68** with its PHP and assigned vehicles is at LOS **"C"**. The **11** vehicle trips generated by this development when combined with the **2934** and those previously approved through Development Orders, **0**, equal **2945** and will cause this segment to remain at LOS **"D"** whose range is up to 3420.

Station F-45 located on SW 107 Avenue east of SW 88 Street to SW 72 Street, has a maximum LOS **"SUMA"** of **3580** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **2186** vehicles and **4** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-45** with its PHP and assigned vehicles is at LOS **"C"**. The **6** vehicle trips generated by this development when combined with the **2186** and those previously approved through Development Orders, **4**, equal **2196** and will cause this segment to remain at LOS **"C"** whose range is up to 3420.

Station F-592 located on SW 117 Avenue east of SW 110 Avenue, has a maximum LOS **"EE"** of **6468** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **4353** vehicles and **1** vehicle has been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-592** with its PHP and assigned vehicles is at LOS **"C"**. The **11** vehicle trips generated by this development when combined with the **4353** and those previously approved through Development Orders, **1**, equal **4365** and will cause this segment to remain at LOS **"C"** whose range is up to 5250.

Station 9748 located on SW 117 Avenue south of SW 88 Street to SW 104 Street, has a maximum LOS **"D"** of **3630** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **1418** vehicles and **11** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station 9748** with its PHP and assigned vehicles is at LOS **"C"**. The **11** vehicle trips generated by this development when combined with the **1418** and those previously approved through Development Orders, **11**, equal **1440** and will cause this segment to remain at LOS **"C"** whose range is up to 2450.

Station F-62 located on SW 88 Street east of SW 127 Avenue to SW 117 Avenue, has a maximum LOS **"EE"** of **8652** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **6560** vehicles and **1** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-62** with its PHP and assigned vehicles is at LOS **"C"**. The **13** vehicle trips generated by this development when combined with the **6560** and those previously approved through Development Orders, **1**, equal **6574** and will cause this segment to remain at LOS **"C"** whose range is up to 7090.

VII. DEVELOPMENT IMPROVEMENTS REQUIRED FOR THIS PROJECT:

Project Conditions:

Operational Conditions:

The school is required to operate as per the Traffic Operation Plan incorporated within the submitted traffic impact study, dated revised 03/20/2015. Due to the onsite vehicle accumulation capacity at this facility, the school may be allowed to operate with a minimum of one arrival and dismissal shift for the allowable number of student at this facility (400 students) under the condition that all parent vehicles that arrive prior to the scheduled dismissal are directed by the school's onsite traffic personnel to park in available onsite parking spaces.

Offsite Infrastructure Conditions:

1. The existing school speed zone is required to be improved along the school's frontage road (SW 84 Street) as per the governing standard. The school speed zone must be composed of signs (fluorescent yellow-green material must be used where applicable), and pavement markings.
2. The school shall construct all off-site improvements prior to the school opening.

VIII. SITE PLAN CRITIQUE:

This land requires platting in accordance with Chapter 28 of the Miami-Dade County Code. Any right-of-way dedications and/or improvements required will be accomplished through the recording of a plat.

IX. STANDARD CONDITIONS:

- A letter or a plan containing the following certification signed and sealed by a State of Florida registered engineer shall be submitted as part of the paving and drainage plans: "I hereby certify that all of the roads for the subject project comply with all of the applicable portions of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) regarding: design speed, lane widths, horizontal alignment, vertical alignment, stopping sight distance, sight distance, horizontal clearance, vertical clearance, superelevation, shoulder widths, grades, bridge widths, etc."
- Public sidewalks are required to extend across all school driveways around the site. This will include pedestrian ramps that meet American with Disability Act (ADA) specifications where applicable. All pedestrian crosswalks around the school must have zebra pavement markings.
- Safe sight distance clearance is required at all driveways; therefore, no trees shall remain or be planted in any clear zones. No tree foliage or branches shall descend below 7 feet within the public right-of-way. All tree placements in sight triangles shall meet or exceed FDOT Index 546. Any proposed planting, relocation or removal of trees and other foliage including any installation of irrigation systems in the public right-of-way must be approved by the R.A.A.M. Division of the Parks Recreation and Open Spaces Department. Also, any relocation or removal of trees must be approved by RER. These approvals should be applied for, and received, prior to DIC Executive Council approval of this project. A "Covenant for Maintenance" agreement, recorded in the public records, must be provided prior to permitting any of these types of installations within the public right-of-way.
- Plans submitted for Permit shall conform to MUTCD, PWWM and other appropriate standards for engineering design in the public right-of-way. Prior to formal submittal of plans for approval and permitting, a Dry Run Paving and Drainage submittal is required to review compliance with DIC conditions for approval and appropriate standards, and to rectify any discrepancies between existing facilities, plans, conditions for approval, or standards. Existing and proposed striping, signs, and lane widths must be shown on these plans for all adjacent roadways. Also, plans must indicate any existing or proposed private driveways across the streets adjacent to the school site.
- All roadway improvements including, but not limited to, traffic signs, markings and signals shall be installed by the applicant adjacent to, or nearby, this facility to ameliorate any adverse vehicular impacts caused by the traffic attracted to this facility. Also, traffic control devices, e.g., crosswalks, may be required at locations remote from this site along safe routes to school to provide for pedestrian student safety. These requirements may be determined at the time of Dry Run submittal of Paving and Drainage Plans.

c: Raul A. Pino, PLS, Department of Regulatory and Economic Resources
Joan Shen, Ph. D., P.E., PTOE, Chief, Traffic Engineering Division, PWWM
Jeff Cohen, P.E., Assistant Chief, Traffic Engineering Division, PWWM